

Like the Do.18, the new boat carries its bombs externally, close in-board, on the outer wing panels.

I heard some glowing accounts of the behaviour of the Do.24 in rough-sea tests in the North Sea, where Dorniers do much of their experimental work. Operation from Lake Constance, of course, is relatively difficult, due to the altitude and the fresh water; conditions are virtually the same as those encountered in the tropics.

And while we are on flying boats, readers may be interested to learn that the colossal Do.X twelve-engined monoplane, built at Altenrhein, in Switzerland, is reposing, intact, in a Berlin museum, and that Italy's two Fiat-engined versions, so far as Herr Diemer knew, are still in service, though one has heard nothing of these monsters for years past.

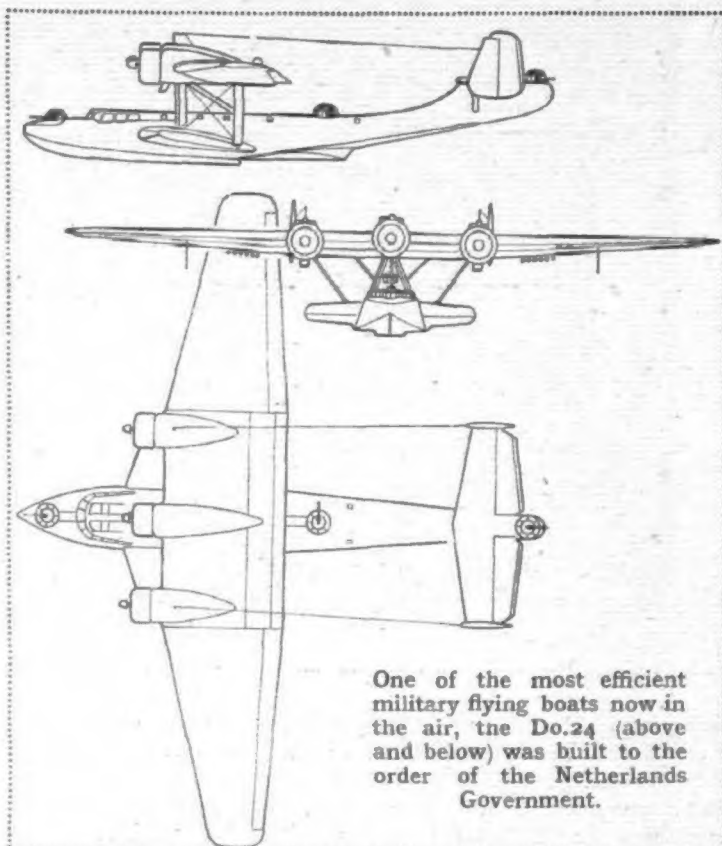
Backed by experience with such craft, Dorniers should be well placed for the production of big transatlantic machines. Actual developments in this connection are secret, but I am told that the projected boat represented at one or two aero shows by a model has been abandoned in favour of something much more up to date.

Though the primary object of my visit was to study the Do.17 bomber-fighter, I was able, at the Allmansweiler works (whither we were whisked by a works Mercedes, after partaking of Meersburg wine), to make a quick tour of a section devoted to the construction of Do.18s. At one stage in the proceedings each of the beautiful flush-riveted hulls is completely inverted on a special jig. In the same shop was a small series of Do.22 torpedo bombers for the export market. This type of parasol monoplane has a welded fuselage and a Hispano Series Y engine. The top speed is about 200 m.p.h. After assembly and the testing of the Jumos, the boats are dismantled and taken by lorry to Manzell for contractors' trials.

The Do.17

I was unable to see large-scale series production of the Do.17 for the Luftwaffe, as this was in progress at a number of distant factories, but I did see a fair-sized batch going through for Yugoslavia, and was subsequently shown one or two German machines which were at the adjacent Löwental aerodrome for tests.

The Do.17 is a very fast and manoeuvrable monoplane rather in the category of our Blenheim, and there can be little to choose between the performance of the latest versions of the two types. Great latitude is allowed in the matter of armament and equipment to suit particular requirements. The Yugoslav machines, which were being assembled and tested under the supervision of a military mission, are powered with two Gnome-Rhône 14No fourteen-cylinder two-row radials, and, apart from provision for internal and external bomb stowage (the large bombs are carried on the sides of the fuselage), mounts two fixed belt-fed guns under the front cowling, a free gun in the



floor of the fuselage forward of the bomb compartments, and a fourth weapon on a shielded mounting above the wing. At the request of the chief of the Yugoslav mission I shall not describe the internal arrangements.

Before I left I was able to watch a Yugoslav Do.17 taking off at its gross weight. The run was protracted, and the actual "unstuck" took place at a peculiar tail-down angle, but acceleration, when the undercarriage was raised, was of the rocket order.

The Do.17 is commonly known as the "flying pencil" because of the slimness of the fuselage in side elevation. From below, however, the appearance is quite different, due to the peculiar shape of the central portion of the fuselage, the sides of which slope in sharply to a flat bottom. Viewed from the side it is one of the most business-like machines imaginable.

Data are: Span 59ft., length 55ft. 5in., wing area 592 sq. ft.

The cantilever wing of the Do.17 intersects the fuselage in such a manner as to be most aptly described as a shoulder wing. There are two spars, and the covering is part metal and part fabric. The taper is not heavy, and the tips are rounded.

Spar booms are special thick duralumin extrusions of

